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Examine Your Own Prejudices.
Every one is forward to complain of the prejudices that in lead other men or parties, as if he were free, and had none of his own. This being objected on all sides, it is agreed that it is a fault and a hindrance to knowledge. What now is the cure? No other but this, that every man should let alone others' prejudices and examine his own. The only way to remove this great cause of ignorance and error out of the world is for every one impartially to examine himself.—Locke.

Heavy Annual Rainfall.
The rainfall of a village among the hills of Assam, during the ten weeks from May 1 to July 3 this year, was 360 inches. The village is Cherrapunji, the rainiest spot in Asia and presumably in the world. Its annual rainfall is something over 450 inches—say, fifteen times as much as London. Cherrapunji stands on a plateau, overlooking the plain of Sylhet, and is 4,655 feet above sea level.—Westminster Gazette.

Household Philosopher.
"Strange what a difference there is," said the household philosopher, "between things we need and things we want. There are many things we need in the house, but never can find the money for, while somehow we can always find the money for things we want that we personally fancy."

New Knowledge Used.
One day Barrett, who stores up every big word he hears for future use, asked me the meaning of the word "elaborate." I told him it meant "tinsy." A few days later his baby brother was crying, and he said, "Mother, Keith is an awfully elaborate baby, isn't he?"

Fortune From Small Invention.
The man who was born too early to wear, as a boy, red top boots with a brass tip across the toe was also born too early to feel the true thing in the way of pride run rampant. Silverthorn brass tips, they were called, and they were most serviceable in preventing holes in the toes. Silverthorn made his fortune out of them.

To Admire and Remember.
"I would then have our ordinary dwelling houses built to last and built to be lovely, as rich and full of pleasantness as may be within and without. . . with such differences as might suit and express each man's character and partly his history."—Ruskin's Seven Lamps of Architecture.

Profit in Study of Names.
To study out names may often bring a good deal of not only amusement, but positive instruction and education. Try it on your friends, or perhaps, better, your enemies. For then you can prove for yourself the old proverb (hereby invented on the spot). Tell me your name and I can tell you what your ancestors were.

First Jaunting Car.
The first jaunting car was established in Ireland in 1815 by a Milanese, Carlo Bianconi, who settled in Dublin and drove every day to Caher and back, charging twopenny a mile. From this small beginning in 1897 he had established 600 conveyances, driven by 600 horses.—National Magazine.

Danger in Pride.
No man had a right of pride that was not injurious to him.—Burke.

No Must.
And every other youth must be served first if you want to have any peace at the dinner table.

Children Cry
FOR FLETCHER'S
CASTORIA

ALL ROADS LEAD TO
THE F. A. WELLS COMPANY'S
BIG FIRE SALE

ACTION TAKEN ON SCHEDULE

Annual Meeting of National League to be Concluded today—
President Lynch Announces Umpires For Season—McCormick and Greenshields to Meet For Racquet Championship.

New York, Feb. 11.—Peace and harmony prevailed at the opening session of the annual meeting of the National League of Baseball Clubs here today. The business transacted varied little from the usual routine and outside the meeting room such talk of "deals" as was heard was for the most part vague in character and lacking in authority.

After a brief meeting of the board of directors, the National league club owners held a session of scarcely an hour's duration and deferred action on the playing schedule until tomorrow when they expect to get through with the remaining business of the annual meeting.

The directors decided that hereafter, when any National league club shall take an umpire from President Lynch's staff, the club will be required to reimburse the league with whatever amount the directors may deem sufficient for the loss of the umpire's services.

President Lynch announced his selection of umpires for the coming season as follows:

R. W. Emmit, W. J. Klein, Charles Risher, Clarence Swann, Willie Brennan, Al Orth, M. W. Eason, W. J. Guthrie and W. J. Byron. Both the latter men were with the International league last year.

President Lynch said that President Johnson had assured him the American league would not quarrel with Hank O'Day if the National league desired his services. The former manager of the Cincinnati club was expected here today, but President Lynch said he had not heard from O'Day and if the latter consents he will be added to the list of umpires, making the tenth man on this year's staff.

WADDELL GREATEST PITCHER.

But Connie Mack Prefers Bender For Short Series—Praise for Walsh, Johnson and Ford.

Connie Mack says Rube Waddell is the greatest seasoned baseball pitcher he has ever seen and Chief Bender, still in the ring with the Athletics, is the greatest short series hurler he has ever seen in action. "Possibly I know Rube Waddell better than anybody," Mack said. "He was a pitcher every inch. You did not need much of a team behind him. He could not think like Bender, but for pure pitching I would pick Waddell, while for manager, I would pick Bender as my choice. Bender showed me the greatest pitching I have ever seen. The average pitcher in 1904 fanned 348 men in 377 innings. He got 16 against New York, 12 against Detroit, 11 against Chicago, 14 against Cleveland and 13 against Washington.

"When I am picking them they are from what I have seen. In the world's series I have seen the best of the Giants and the Cubs had. I know little about the other leagues. I remember Amos Rusie; he was a speed marvel. Well,

no pitcher who lives, or ever lived, could get through any big league on just speed. Cobb, Baker, Collins, Murphy, Speaker, Jackson, Lajoie, Wallace and a dozen others would murder that kind of pitching. There is no way of telling except by the eye, which pitcher had the greatest juice. Johnson is a bigger man every way than Rusie. He has beaten the best teams in the world when Washington only had a fair team behind him to field and bat out the victory. Since Griffith has turned out that good ball team, Johnson has been almost unbeatable in the American league.

"Ed Walsh of the White Sox and Russell Ford of the Highlanders are two wonderful pitchers and they use the spitball most of the time. Speaking of spitball pitchers for the mere matter of putting all kinds of hooks on the ball, Cy Morgan had a sent way up front, but he lacked control. As to spitball pitchers, Walsh is the best that the game has ever seen, and he is a wonder for going back game, after game, and week to week, and team to team in the American league. I remember one day, when with three on the bases and one out, he fanned Baker, Collins and McNamara. I don't know of any other pitcher who could have done that trick.

"Christy Mathewson of the Giants has been a great pitcher for a good many years. I would say that he is among the best of the game. He has never been seen, but remember, too, he has always had a pretty good ball club back of him. Put Jack Powell up there with a good team and that boy would have shaved off a record that would be hard to beat. I am coming down to cases, but I am not going to pick the best pitcher. A lot of fellows never had a championship team behind them to pull them along and while they pitched better than some of the more famous, they did not show in the figures.

"Chief Bender is the best short series pitcher in the world. He proved that to me when, with Jack Coombs hurt and by the way, Coombs beat Mathewson in the world's series. Bender showed the best stuff I have ever seen. Bender throws a ball that goes as fast as anything that Walter Johnson, Amos Rusie or any of the rest of them ever tossed. Ask Harry Davis or Ty Cobb—they'll tell you. Bender could not throw every ball like Rusie and Johnson could, but he can throw 20 in a game that you can hardly see.

"Waddell had every curve that was thrown, but Bender knows how to use a curve. Once he faces a batter he knows next time what to do. He detects quicker what a batter can and cannot hit. He can lay the ball over the plate almost, and he can throw it when he is right. Conditions, such as men on the bases, with Cobb on, don't bother Bender, but he cannot pitch the number Waddell could and did."

And every man who owns a dog thinks the animal has more sense than his neighbor.

MANY UMPIRE BAITERS.
Arbiters Had Several Opportunities to Banish Boisterous Players.

The teams in the National league last year which made least trouble for the umpires were the Giants and Cardinals. All of the times in which players got into trouble with umpires in 1912 are not available, the complete record as reported by the umpires being known only to the National league executive office. To the cases of players being chased to the bench for illegal coaching and to those of players being ejected from the game, the umpires' attention was paid by the spectators, but most of the cases of managers or players being put out of games, suspended or ejected from the game, were public news at the time and from these a fair idea can be had of the way the kicking was distributed among the teams.

Of the New York and St. Louis players six of each some time or other were chased out of the game by kicking of various degrees. The Brooklyn club had only five men removed from the game, but the activities of Bill Dahlen in kicking at umpires' decisions brought the total number of Brooklyn removals up to 12. The Giants had only nine of these totals and St. Louis only eight.

It was not wholly an angelic crew that the Pirates boss Fred Clarke piloted, and the Pirates boss himself cut up considerably rough a few times, and as for the Pittsburgh team in its entirety, eight different players were chased from the field for a total of 12 times. There were nine Cincinnati players banished for a total of 11 times, seven Cubs for a total of 15 times, seven Bostons for a total of 11 times and last but by no means least seven Phillies for a total of 16 times. The Brooklyn players to encounter the hook besides Dahlen were Hummel, Northern, Stark and Smith, each being sent to the clubhouse once. Dahlen was ejected to exile seven times and on another occasion was suspended and fined \$100 for a scowp with umpire Higler at the Polo grounds.

The 1912 chronicles appertaining to the Reds account for the removal from the field of Grant and Bender twice each, Bates, Egan, Esmond, McLean, Mitchell, Phelan and Peltz. Bescher was out once for three days and presumably indulged in talk that was strong for the umpire's ears. Egan was another who got three days. Hank O'Day, to his credit, stuck to his guns and did not pick on umpires. He accepted their rulings like a sportsman. The conduct of Fred Clarke was such that twice he was sent from the field and he incurred one fine of \$25. Donlin was chased three times. Gibson once, McKechnie once, McCarthy once, Rehg once, Viox once and Wagner once.

McGraw was in trouble early in the season, but for the greater part of the year his conduct was above reproach, and none of his infrequent clashes with the umpire were accompanied by the use of bad language. He and his team conducted themselves in a more exemplary manner than most of the clubs. He was removed from the field twice during the season, and on one of the occasions ran into a five-day suspension. Fletcher was sent from the bench once for rough talk; Meyers was sent from the field three times; Merkle once and Wilson once. Chance, Tinker, Evers and Zimmerman were often in hot water with the umpires. Chance was sent from the field three times for kicking and unparliamentary language. For bad talk and throwing sand down an umpire's neck, Evers was suspended five days and fined \$50, and on two other occasions he was put off the field. Zimmerman was put out of the game for three times, and his actions were so raw that he was fined \$100. Tinker was banished three times, Downey once, Miller once and Sheppard once. Master Dooin of the Phillies on half a dozen different occasions was requested by the umpire to vamoose the rough. Club colleagues of his who felt the heavy hand of the umpire and who were sent from the field were Chalmers once, Knabe once, Killifer once, Fiskert twice, Seaton once and Walsh four times.

A girl knows a lot of things she doesn't want a certain young man to know that she knows.

DOINGS IN THE AUTO WORLD

Connecticut Has 17900 Motor Cars—An Increase of 27 Per Cent. in Past Year—American Manufacturers Getting Foothold in Other Countries—Federal Aid Good Roads Convention—China Importing Autos.

Farmers, business men, and road builders will be the most interesting section of the forthcoming Federal Aid Good Roads Convention in Washington, D. C. In the evening meeting of the National Automobile Club, the Chamber of Commerce of the United States, and the American Automobile Association will supply their most prominent highway advocates. Senator Jonathan Bourne, chairman of the joint committee on the men and now investigating the subject of federal aid, has been invited to preside at this evening's gathering, the conclusion of which will be the form of an illustrated talk by Warden Thomas J. Tynan of the Colorado state penitentiary. Tynan is a man in the United States who has accomplished as much as Warden Tynan in the use of prison inmates in the building of roads, and all this with methods that have attracted a heavy system, an absence of guards, and the wearing of citizens' clothes.

The National Farmers' spokesman will be H. C. Hinch, president of the Indiana Farmers' Chamber of Commerce and identified with one of the largest motor car manufacturing concerns.

A statement issued recently by a group of prominent automobile manufacturers in the United States that the production of autos will be increased to 1,000,000 cars in 1913, was produced. No other industry has ever shown such marvelous growth on American soil.

May 12, 1913; June 12, 1913; July 12, 1913; August 12, 1913; September 12, 1913; October 12, 1913; November 12, 1913; January 12, 1914.

Spot closed quiet; middling uplands, 12.00; middling low, 12.00; sales none.

CHICAGO GRAIN MARKET.
Wheat: May 12.00; July 12.00; Sept. 12.00.
Corn: May 12.00; July 12.00; Sept. 12.00.
Soybeans: May 12.00; July 12.00; Sept. 12.00.

muffler cutouts in the gay-city will be considered a misdemeanor.

The entry list for the third annual 500-mile International Sweepstakes Race, which will be staged at the Indianapolis Motor Speedway, Memorial Day, was given a big boost when two cars of prominent make were formally entered. At the request of the entrant, the fee for the race was reduced to 25 cents per horsepower, so that the receipts from registration alone only increased a little over 4 per cent.

What may be expected in the way of increase during 1913? If the legislature of the present year should make any change in the law which will affect the fees the receipts should greatly exceed those of 1912, and amount to well over \$500,000 for the fiscal year ending September 30, 1913, with a total registration of at least 22,000 private and commercial cars with fully as many dealers and liveries cars as are in existence at this time.

A comparison of the expense of conducting the motor vehicle registration of the states of Connecticut, New York and Massachusetts may be interesting. It cost New York \$100,000 to register 100,000 cars in 1912, or 10 cents per car. Connecticut 5 per cent. of their receipts to collect the fees. These figures are the net expenses exclusive of the cost of mark-

Many Norwichee people have visited the fine display of motor vehicles at the Hartford auto show which opened in the state armory under the auspices of the First Infantry, C. N. G., last Saturday. The show continues through this week. Many more local auto enthusiasts will doubtless visit the exhibition, but those familiar with it have viewed it. The show is the fourth largest held in the United States.

The general use of the pleasure automobile in Connecticut has kept up with past years, and for commercial purposes the motor vehicle is becoming more and more indispensable, says Arthur Fifoot.

No business house with any pretense of maintaining an effective delivery service keeps to the old horse drawn vehicle, but maintains at least one motor-driven delivery wagon, and our gaze constantly falls on all kinds of machinery from the 1,000 pound light ton business wagon to the five ton motor trucks, and only the conditions of our highways and the strength of the numerous small bridges in the state will limit the capacity of the motor trucks of the future.

The receipts of the motor vehicle department of the secretary of state's office during the past five years are as follows:

Year. Number Registered. Receipts.
1908 5,700 \$4,269.00
1909 8,000 58,534.00
1910 10,700 162,375.00
1911 14,000 220,120.00
1912 17,900 251,124.00

The receipts represent in addition to the private owners enumerated above for the year ending September 30, 1912, 10 manufacturers, 388 dealers, 25 motor cycle dealers, 488 liveries cars, 26,241 operators.

The percentage of increase each year on number of cars registered is as follows: 1909, 40 per cent.; 1910, 30 per cent.; 1911, 23 per cent.; 1912, 27 per cent.

A year ago, the writer stated that if we increased in the same proportion during the year 1912 as in previous years we should have at least 16,500 cars in the state, but instead of that number there were registered 17,900 or 4 per cent. larger increase than the year 1911, and my prediction of a number of a million dollars was not far off.

for maintenance of state road was exceeded by \$5,000.

While the number of cars increased 27 per cent, the total receipts only increased a little over 10 per cent, owing to the fact that the legislature of 1911 reduced the fee on all motor vehicles of 25 horsepower and over, from 60 cents to 50 cents per horsepower, so that the receipts from registration alone only increased a little over 4 per cent.

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"The dreaded 'American Invasion' will include large cars," says E. F. Poljanec in an editorial in the Automobile Trade Journal, of Philadelphia.

"Many believe it to be simply talk, and that nothing serious will come of it, but those familiar with American manufacturing realize that the conditions outlined make such an invasion not only possible, but very probable.

The first realization of the invasion of the European territory by American cars took place recently in connection with the shipment of some of the small well known American cars which are produced in very large quantities. Before this, American cars had been shipped abroad but not in any quantity, and unfortunately the makers whose product did not have the best standing in America. These inferior cars were largely responsible for the adverse opinion which undoubtedly existed in Europe in regard to American made automobiles a few years ago.

Gradually, however, the well-made, quantity-produced cars of American factories began to cross the water, and the prejudice of the foreign buyer was rapidly dispelled when he actually knew and used these very efficient and highly satisfactory low-priced American automobiles.

At the present time the increase in the number of small cars exported from America is very great, as shown by the last export figures, the number of cars exported to the United Kingdom in 1912 was 1,000, and being 1970 in 1910; 2776 in 1911, and 4207 in 1912. The same figures for France are 807, 856 and 585. To Canada, which is the largest export market, 4300 and 6393. The total exports of American cars show a gain of almost 10 per cent. over a year ago at this time. No wonder the European makers are beginning to take serious notice.

Would Save Trouble.
At any rate suicide is not the worst solution of the Sick Man of Europe's problem.—New York Sun.